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Three Thugs Held Up 16 In 3 Autos; Shoot One

Members of Exclusive
Baltusrol (N. J.) Golf
Club Attacked Return-
ing From Dinner Party
Man Who Shows
Fight Is Wounded
Women Lined Up Along
Road With Escorts; Rob-
bers Compel Victims to
Aid Them in Flight

Working with the precision and daring of old-time Western stage coach holdups, three men early yesterday morning held up sixteen members of the exclusive Baltusrol Golf Club at Springfield, N. J., and seriously wounded one of the party who attempted to knock down one of the robbers. The highwaymen escaped. The wounded man, R. S. Huse, an attorney of Elizabeth, is in the Elizabeth General Hospital with a shattered right arm and a flesh wound in the back.

The hold-up followed a dinner party given by Colonel and Mrs. Paul Debevoise, of Elizabeth. The colonel and his guests left a clubhouse after midnight in four automobiles and proceeded along Baltusrol Road. The lead car had not gone far when it was stopped by a caddy bench and other obstruction piled in the road. The occupants of the car stepped out to see what was the matter. As they did so, the three hold-up men appeared and gave the sharp, business-like command: "Hands up!"

Lined Up Along the Road
In the first car were Mr. and Mrs. U. B. Thomas, of 218 West Jersey Street, Elizabeth, with Mrs. Thomas Vreeland, of Freehold. Mr. Thomas was trying to remove the obstruction when the bandits appeared.

Thomas and the two women were ordered to line up alongside the road. Mr. Thomas, who was the only man in the party carrying any considerable sum of money, was relieved of \$100 in bills before the second car came up. The second car was a Lincoln, headed by Miss Margaret Levy, of Elizabeth. Mr. Huse was sitting in front with the chauffeur, and Miss Levy, Miss Florence, of Elizabeth; Shiraz Campbell, of New York, architect, and Sebastian Cabot, of New York, were inside.

The occupants of the second car were ordered to line up beside the first vehicle, and when the third car came up, the robbers searched Huse and found only \$5. As the bandit turned away, Huse drew back for a knock-out punch. His foot slipped and the force of his swing sent him sprawling to the ground.

Huse could rise one of the robbers had fired. The bullet shattered Huse's right arm, just above the elbow. As Mr. Huse tried to rise the bandit fired again, inflicting a flesh wound in the back. Both bullets glanced into the empty limousine, one striking through the body of the car and the other shattering a plate glass window.

Use Car of Victims
Evidently the bandits were alarmed at the sound of the shots bring robbers for further attempts at robbery were abandoned. Thomas was ordered to get into the car, following a brief council of war, and Mrs. Thomas and Mrs. Vreeland were told to follow Mr. Thomas. The three robbers jumped on the running board and gave directions. Mr. Thomas drove the car along the Cranford Road until Renkwith was passed, when the car stopped and the men alighted. Mr. Thomas turned to the men and said: "Now drive home and keep your mouth shut."

Japanese Murder 3,128
In 2 Months, Is Charge
Corean Commission Also Says
2,404 Homes, 31 Schools, 10
Churches Were Burned

WASHINGTON, Feb. 6.—Japanese soldiers were accused of widespread destruction of life and property in China, during last October and November, in a statement issued here today by the Corean Commission. The statement declared that Japanese troops had killed 3,128 Chinese and 2,404 homes, thirty-one schools and ten churches were burned. Grain burned and destroyed was valued at \$18,620. "More than 15,000 Japanese soldiers," the statement asserted, "were sent to China last October under order to blot out the independence movement among the Koreans residing there." The statement also said that the Japanese had killed 3,128 Chinese, burned 2,404 homes, thirty-one schools and ten churches, and destroyed grain valued at \$18,620. "More than 15,000 Japanese soldiers," the statement asserted, "were sent to China last October under order to blot out the independence movement among the Koreans residing there." The statement also said that the Japanese had killed 3,128 Chinese, burned 2,404 homes, thirty-one schools and ten churches, and destroyed grain valued at \$18,620.

Student of Spiritualism Dies In Attempt to Prove Theory Body of Thomas Lynn Bradford Found in Gas-Filled Room; Girl Believed to Have Been Part- ner in Pact Is Sought

Special Dispatch to The Tribune
DETROIT, Feb. 6.—Believed to have entered into a pact that if successful would answer the great problem of existence after the grave, Thomas Lynn Bradford, known as Professor Bradford and a student of psychic phenomena, gave his last remaining possession—his life—yesterday. His body was found in his room, at 2500 Howard Street, with the gas turned on. Near by, evidently where they had dropped from his hand, were found several typewritten pages discussing the subject, "Can the dead communicate with the living?"

Somewhere in Detroit is believed to be a girl who is anxiously waiting for Bradford to prove his theory. Bradford, who was forty-eight years old, was a graduate of Columbia College of Oratory, Chicago. He was a dramatic and humorous reciter and impersonator and is said also to have been a designing and electrical engineer. He is known to have been a student on science and spiritualism and was a fluent conversationalist. He told Patrick P. Marcotte, in whose house he roomed, that he had seven brothers, two of them had been killed in the war. Friends report that it was the occult greatly fascinated Bradford, taking precedence over most material affairs. "When I die my body goes to science. It is to be put in the Michigan Medical Institute. Anyhow, my body does not amount to much," was the statement Bradford made some time ago, according to Mr. Marcotte.

Mr. Marcotte told him he recently inserted an advertisement in a Detroit newspaper asking any one interested in the subject of whether the dead communicate with the living to write him, and that it was answered by a Detroit girl, who, he said, was waiting for him. (Continued on page three)

\$4,000 in Gems Seized and Ship Passenger Held

Ohio Hotel Man Yields
to Search After Battle
of Wits Lasting 3 Hours;
Diamonds Found in Belt
Pleads Ignorance of Law
Arrival on Steamer Ryndam
Admits False Statements
After Rings Are Located

After a baggage examination that lasted three hours on the Holland-America Pier in Hoboken last night, two suitcase rings appraised at \$4,000 were taken by the customs officials from William H. Litchford, a first cabin passenger on the steamship Ryndam.

Mr. Litchford, who is a hotel man of Columbus, Ohio, made a strenuous effort to keep the jewelry, which he had not declared, protesting that he had brought with him nothing more than the few articles of clothing which he had listed on his declaration.

His reluctance to answer questions and his inability to remember incidents connected with his trip to Paris caused the customs officials to interrogate him for nearly two hours.

A Battle of Wits
At the conclusion of the examination, which was a battle of wits between the hotel man and Deputy Surveyor John P. O'Connor, the latter warned Mr. Litchford that he might be searched and that he would fare better if he willingly gave up whatever he might have concealed on his person.

Mr. Litchford then slipped upon his finger a five carat diamond ring which was appraised at \$2,500. Inspector W. B. Henneberry, who examined his baggage, called this to the attention of O'Connor, who then switched his interrogation to that particular article of jewelry.

Six Billions War Surplus Still Unsold

House Committee Finds
Supplies Now in Ware-
houses Would Equip an
Army of 1,000,000 Men
Huge Abuses in
Leather Revealed
Two Ex-Officers Get Con-
tract Worth Millions;
Prosecution Demanded

From The Tribune's Washington Bureau
WASHINGTON, Feb. 6.—Surplus war materials amounting in value to more than \$6,000,000,000 are packed into every army warehouse and depot in the country. Little of this is reaching the public after more than two years of peace. This information was made public here to-night by the House Committee on Expenditures in the War Department in connection with its report on the investigation of leather goods purchased by the government during the war.

The committee's investigation has revealed, according to its report, that two former army officers stationed in Washington have obtained control of the disposition of surplus leather goods amounting to more than \$20,000,000, on which they are realizing a profit of 40 per cent. The report has been sent to the Department of Justice with the recommendation "for such action as that department may deem proper under the circumstances."

Besides asking for prosecutions, the report also calls upon the War Department to make a declaration of all surplus materials and to place them on the market.

Producers Controlled Prices
The conclusions set forth in the committee's report follow:
"The purchase of leather and leather equipment and the fixing of prices thereof during the war were largely controlled by the leather tanners and producers and their representatives." "Their attitude," the report says in part, "was grasping and unfair to the country, and Congress is able to ascertain for the first time the sordid details of these transactions which reflect no credit upon the country."

"The amounts of leather and leather equipment purchased were excessive and far beyond the reasonable needs of the government," continues the report. "The prices paid for such supplies were exorbitant and unnecessary."

The shortage of leather and the high prices paid by the consumers in 1918 and 1919 were largely caused by the large purchases of leather and high prices paid by the War Department.

No real effective efforts were made by the surplus property division of the War Department to dispose of the surplus leather goods to the consuming public.

The practice of permitting former military officers of the United States, and far beyond the reasonable needs of the government, to obtain control of the disposition of surplus leather goods, says the report.

Wilson Rejects Unions' Plea; Leaves Rail Wages to Board Declines to Investigate Claims of Roads or Submit Readjustment Fight to Congress, Holding Questions Are Safe With Tribunal

WASHINGTON, Feb. 6.—President Wilson today refused the request of railroad labor union representatives that he investigate railroad executives' claims before the Railroad Labor Board that the carriers must adjust wages or face bankruptcy. He also declined to submit the matter to Congress.

The President set forth his position on the appeals made to him in a telegram addressed jointly to two of the railway labor unions and to the Association of Railway Executives, who also had sent a communication to the White House.

Confidence was expressed by the President that all questions dealing with railroad labor and management might be left safely to the two bodies entrusted under the transportation act with such matters—the Railroad Labor Board and the Interstate Commerce Commission. He accordingly informed the labor and carrier representatives that he was submitting copies of telegrams received from them to these two bodies as "the only action deemed necessary."

Text of Telegram
The President's telegram read as follows: "I have carefully considered the several telegrams addressed to me dealing with the labor question and railroad management now under consideration by the Railroad Labor Board in Chicago."

"The transportation act, approved February 28, 1920, to a greater extent than any previous legislation, places all questions dealing with finances and railroad management, and necessary rates under the jurisdiction of the Interstate Commerce Commission, hence all questions involving the expense of operation, the necessities of the railroad carriers, and the money necessary to secure the successful operation thereof are now under the jurisdiction of the commission."

"At the same time, the act placed all questions of dispute between carriers and their employees and subordinate officials under the jurisdiction of the Railroad Labor Board, now sitting in Chicago. This board is composed of three members constituting the labor group, representing the employees and subordinate officials of the carriers; three members constituting the management group, representing the carriers; and three members constituting the public group, representing the public. So far as I am advised, the board may be relied on to give careful and intelligent consideration to all questions within its jurisdiction. To seek to influence either of these bodies upon anything which has been placed within their jurisdiction is to seek to influence the law."

Friends Enter
John Hammond
In Cabinet Race
Hundreds of Telegrams at
Harding Hotel Urging
Noted Mining Engineer
for Commerce Portfolio
Few Changes in Slate
Elimination of Dawes Puts
Hilles in Better Position
to Win Out for Treasury

From a Staff Correspondent
ST. AUGUSTINE, Fla., Feb. 6.—When President-elect Harding leaves the cramped quarters of the houseboat Victoria at the fish wharf in Matanzas Bay here to-morrow and goes to the luxurious suite in readiness for him at the Hotel Ponce de Leon he will find there 300 telegrams containing urgent pleas for him to appoint John Hays Hammond Secretary of Commerce.

These messages, all from influential persons, represent but one phase of a well-planned drive to put the Washington mining engineer in the Harding Cabinet. A group of men known to have great influence with Mr. Harding are here to aid the movement. One of these is Senator James Watson, of Indiana. Arthur Brisbane, William Randolph Hearst's editor, is coming here this week to see the President-elect. In view of Hearst's friendship for Hammond it is considered not unlikely that Brisbane may speak for the appointment of the mining engineer. There are far more important factors than Hearst's support, however, which tend to aid the move to have Hammond made Secretary of Commerce.

Enough Votes Pledged to Pass Miller's Transit Bills

90 Assembly Members
and Same Senate Ratio
Will Back Measures To
Be Presented This Week
Many From City
To Support Them
Symposium of Views of
35 Governors for Con-
trol of Utilities by State

From a Staff Correspondent
ALBANY, Feb. 6.—The bills embodying the Governor's recommendations for solving New York City's transit muddle will be introduced in both the Assembly and Senate either on Tuesday or Wednesday of this week. They will be offered in the upper house by Senator John Knight, of Wyoming, chairman of the Committee on Public Service, and in the Assembly by Assemblyman Louis M. Martin, chairman of the Judiciary Committee.

Governor Miller and those who are behind him in his program—which they declare has been misunderstood by its honest opponents and deliberately misrepresented by those who are trying to make political capital out of it—declared that before the bills are debated a majority of the Legislature, including a considerable number of members from New York City, will be for the plan.

To date several of the New York City members who have studied the plan declare their unqualified approval of the Governor's recommendations. Already there has been a counting of noses, and there are more than ninety members of the Assembly, or fourteen more than the required majority, pledged to the bills. This includes several New York City men. The same proportion holds true in the Senate.

Some Tammany Men Approve
The line of opposition to the Governor's program is more clearly drawn than the support. Tammany officials insist that the issue be treated politically rather than on an economic basis, and will throw all its legislative weight against the measures. Even here, however, there is considerable irregular commendation of the Governor's plan among the more intelligent Democrats, though they will probably vote with their party.

The Governor's majority of Governor's support has daily become stronger, and more outspoken. After the smoke of the first contested debate following Governor Miller's message cleared away, the calm consideration of the proposed legislation brought many adherents, and a great many public bodies throughout the state added their endorsement.

Not limited by many of those who first opposed the executive transition legislation that it has much merit and at least deserves a fair discussion. It is realized that Governor Miller, although he has been a Republican, lowered his inauguration, did not act hastily nor without mature consideration and that he had already anticipated most of the objections that will be raised.

Views of 35 Governors
A symposium of the views of thirty-five governors of the United States, including that of the then Governors Alfred H. Smith and James M. Cox of Ohio, the Democratic nominee for President, was made public to-day by W. W. Smith, secretary to Governor Miller.

"This symposium," said Mr. Smith, "consists of telegrams from thirty-five governors, both Democrats and Republicans, who were asked toward the end of last year by Governor Charles H. Brough of Arkansas to give the experience of their respective states in the regulation of public utilities by state commission."